



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

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## LOCAL NOTICE TO MARINERS

**District: 5**

**Week: 04/10**

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)  
431 Crawford Street, Portsmouth, Virginia 23704  
Telephone (Day) : (757) 398-6486/6552

### AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR BALTIMORE at (410) 576-2521.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (252) 247-4570.

### REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2009 EDITION  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (42nd) Edition  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (41st) Edition  
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

### NAVIGATIONAL INTERNET SITES

Fifth Coast Guard District Prevention Division BLOGSPOT  
<http://cgd5prevention.blogspot.com>

2009 Light List/ Summary of Corrections  
<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Corrections and Chart Viewer  
<http://www.nauticalcharts.noaa.gov>

Coast Pilot Corrections  
<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2010  
<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys  
<http://www.cbos.org>

Tides on Line  
<http://www.tidesonline.nos.noaa.gov/>

Tides, Currents, PORTS  
<http://www.tidesandcurrents.noaa.gov/>

Weather  
<http://www.weather.gov/>

Fifth Coast Guard District (D5) (dpw) Local Notice to Mariners for correspondence, questions, LNM article requests:  
[william.r.jones@uscg.mil](mailto:william.r.jones@uscg.mil) or at (757) 398-6486

#### BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication. Texts of active BNMs are viewable at <http://www.uscg.mil/d5/waterways/default.asp>.

CCGD5 (D5)- 013, 014, 015, 016, 018, 019, 020, 021, 023, 024, 025, 026, 028-10.

Sector Delaware Bay (DB)- 018, 025, 028, 029, 030, 031-10.

Sector Baltimore (BA)- 031, 032, 035, 036, 040, 043, 049, 050, 052, 054, 056, 058, 059, 063, 064, 065, 066, 068, 069, 070, 072, 073, 074-10.

Sector Hampton Roads (HR) - 018, 024, 025, 027, 028, 029, 030, 031, 032, 033, 034-10.

Sector North Carolina (NC)- 014, 017, 018, 019, 021, 026, 031, 035, 039, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059-10.

#### ABBREVIATIONS

##### A through H

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
AI - Alternating  
B - Buoy  
BKW - Breakwater  
bl - Blast  
BNM - Broadcast Notice to Mariner  
bu - Blue  
C - Canadian  
CHAN - Channel  
CGD - Coast Guard District  
C/O - Cut Off  
CONT - Contour  
CRK - Creek  
CONST - Construction  
DBN/Dbn - Daybeacon  
DBD/DAYBD - Dayboard  
DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD/DAMGD - Damaged  
ec - eclipse  
EST - Established Aid  
ev - every  
EVAL - Evaluation  
EXT - Extinguished  
F - Fixed  
fl - flash  
FI - Flashing  
G - Green  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height

##### I through O

I - Interrupted  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
INT - Intensity  
ISL - Islet  
Iso - Isophase  
kHz - Kilohertz  
LAT - Latitude  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LTR - Letter  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MHz - Megahertz  
MISS/MSNG - Missing  
Mo - Morse Code  
MSLD - Misleading  
N/C - Not Charted  
NGA - National Geospatial-Intelligence Agency  
NO/NUM - Number  
NOS - National Ocean Service  
NW - Notice Writer  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
Oc - Occulting  
ODAS - Anchored Oceanographic Data Buoy

##### P through Z

PRIV - Private Aid  
Q - Quick  
R - Red  
RACON - Radar Transponder Beacon  
Ra ref - Radar reflector  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REFL - Reflective  
RRL - Range Rear Light  
RELIGHTED - Aid Relit  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
s - seconds  
SEC - Section  
SHL - Shoaling  
si - silent  
SIG - Signal  
SND - Sound  
SPM - Single Point Mooring Buoy  
SS - Sound Signal  
STA - Station  
STRUCT - Structure  
St M - Statute Mile  
TEMP - Temporary Aid Change  
TMK - Topmark  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TRUB - Temporarily Replaced by Unlighted Buoy  
W - White  
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

#### SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

##### CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision-s in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up

the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

#### **UPPER POTOMAC RIVER – GPS NAVIGATIONAL SIGNAL TESTING**

THE GPS NAVIGATION SIGNAL MAY BE UNRELIABLE FROM (10 July 2009 - 10 July 2010 0000Z - 1200Z) IN THE UPPER POTOMAC RIVER DUE TO TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 10 NM RADIUS OF POSITION (38 49.74N 077 01.55W). DURING THIS PERIOD GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET AT [WWW.NAVCEN.USCG.GOV](http://WWW.NAVCEN.USCG.GOV).

LNM: 31/09

#### **CHESAPEAKE BAY – PATUXENT RIVER – GPS NAVIGATIONAL SIGNAL TESTING**

THE GPS NAVIGATION SIGNALS MAY BE UNRELIABLE FROM 22 DEC 09 - 30 APR 10, 1300Z - 2300Z DUE TO TESTING ON GPS FREQUENCIES USED IN SHIPBOARD NAVIGATION AND HANDHELD SYSTEMS. GPS SYSTEMS THAT RELY ON GPS, SUCH AS E-911, AIS AND DSC, MAY BE AFFECTED WITHIN A 15 NM RADIUS OF POSITION 38-15.7N, 076-26.03W. DURING THIS PERIOD GPS USERS ARE ENCOURAGED TO REPORT ANY GPS SERVICE OUTAGES THAT THEY MAY EXPERIENCE DURING THIS TESTING VIA THE NAVIGATION INFORMATION SERVICE (NIS) BY CALLING (703)313-5900 OR BY USING THE NAVCEN'S WEB SITE'S GPS REPORT A PROBLEM WORKSHEET AT [WWW.NAVCEN.USCG.GOV](http://WWW.NAVCEN.USCG.GOV)."

LNM: 51/09

#### **WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA) –PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT**

All mariners are advised of the special protections provided to sunken military craft by the "Sunken Military Craft Act" (SMCA) (Public Law 108-375). Along the U.S. East Coast, and particularly off North Carolina, there are many sunken U.S. and foreign military craft. Sunken military craft may be the final resting places of military personnel who died in service to their country and are also important historical resources. One very notable example is the wreck of the USS MONITOR, off the NC Coast, also protected by the National Marine Sanctuaries Act. Under international and U.S. law, sunken foreign military craft, including those located in U.S. waters, remain the property of their respective country's government. Sovereign immune vessels, such as military crafts, are afforded protections under U.S. and international law. Included among these vessels are at least three known sunken German submarines (commonly called U-boats) located in waters off the North Carolina coast. These U-boats remain the property of the Federal Republic of Germany. In accordance with the SMCA, no person shall engage in or attempt to engage in any activity directed at a sunken military craft that disturbs, removes, or injures the sunken craft or the associated contents of the craft except as authorized by law. This includes, but is not limited to, the equipment, cargo, contents of the vessel, and the remains and personal effects of the crew and passengers. Mariners are urged to exercise due care when operating in the vicinity of military wrecks, as they can be damaged by both purposeful or inadvertent activities including anchoring, fishing, diving, and other marine activities. Special dangers, such as unexploded ordnance, may also be associated with sunken military craft, and should be considered when operating in these areas. Violations of the SMCA may subject individuals to penalties of up to \$100,000 and to liability for damages. Mariners who witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.

LNM: 45/09

#### **TERMINATION OF ALL U.S. LORAN-C SIGNALS**

In accordance with the 2010 Department of Homeland Security Appropriations Act, the U.S. Coast Guard will terminate the transmission of all U.S. LORAN-C signals effective 2000Z 08 February 2010. At that time, the U.S LORAN-C signal will be unusable and permanently discontinued. This termination does not affect the U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

LNM: 02/10

#### **MD-VA-DC-POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE**

Mariners are advised that the Coast Guard has established a temporary security zone upon certain waters of the Potomac and Anacostia Rivers during January 26-28, 2010. The security zone includes all waters of the Potomac River, from shoreline to shoreline, bounded on the north by the Francis Scott Key (U.S. Route 29) Bridge, downstream to and bounded on the south between the Virginia shoreline and the District of Columbia shoreline along latitude 38°51'00"N, including the waters of the Georgetown Channel Tidal Basin; and all waters of the Anacostia River,

from shoreline to shoreline, bounded on the north by the 11th Street (I-295) Bridge, downstream to and bounded on the south by its confluence with the Potomac River. The zone will be enforced from 11:59 a.m. on January 26, 2010 through 8 a.m. on January 28, 2010. Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Baltimore, Maryland. Vessels already at berth, mooring, or anchor at the time the security zone is implemented do not have to depart the security zone. All vessels underway within this security zone at the time it is implemented are to depart the zone. The COTP Baltimore may, in his discretion, grant waivers or exemptions to this rule, either on a case-by-case basis or categorically to a particular class of vessel that otherwise is subject to adequate control measures. Persons desiring to transit the area of the security zone must first obtain authorization from the COTP Baltimore or his designated representative. To seek permission to transit the area, the COTP Baltimore and his designated representatives can be contacted at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard vessels enforcing this section can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Upon being hailed by a U.S. Coast Guard vessel, or other Federal, State, or local agency vessel, by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed. If permission is granted, all persons and vessels must comply with the instructions of the COTP Baltimore or his designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the zone by Federal, State, and local agencies. Chart 12289.

LNM: 04/10

#### **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

#### **CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.**

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

#### **VA - HAMPTON ROADS - ELIZABETH RIVER/SEWELL POINT/WILLOUGHBY BAY -U.S. NAVY RESTRICTED AREAS**

Mariners are reminded that the area in the vicinity of the U.S. Naval Station Norfolk, from the Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to the Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) and along the south side of Willoughby Bay, is a RESTRICTED AREA. This OFF LIMITS AREA is depicted in the color magenta on the below listed charts. Unauthorized vessels entering this RESTRICTED AREA may encounter USE OF FORCE procedures by patrolling security vessels. Boaters are requested to remain in the marked channel clear of shipping while transiting the Norfolk Harbor Reach. Naval Station Norfolk Security can be contacted via VHF-FM channel 14. Charts: 12245, 12253, 12256 & 12206.

#### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via-e-mail subscription through the USCG Navigation Center website (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

## NAUTICAL CHART UPDATES

The National Ocean Service (NOS) has moved and expanded the function of its "critcorr" website. The new "Nautical Chart Updates" website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: and click on: <http://www.nauticalcharts.noaa.gov>.

## NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

## SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
<b>165</b>	<b>Delaware Lighted Buoy D</b>	<b>RAC INOP</b>	<b>12214</b>	<b>026D5</b>	<b>04/10</b>	
<b>300</b>	<b>Turners Lump Lighted Bell Buoy 2TL</b>	<b>OFF STA</b>	<b>12210</b>	<b>029HR</b>	<b>04/10</b>	
315	Parramore Bank Lighted Gong Buoy 10	LT EXT/SS INOP	12210	562HR	46/09	
635	NOAA Lighted Data Buoy 41001 (ODAS)	MISSING	12200	446D5	32/08	
660	Ocracoke Light	LT EXT	11550	688NC	37/09	
802	NOAA Lighted Data Buoy 41036 (ODAS)	MISSING	11520	454D5	51/09	
805	Carolina Beach Inlet Entrance Lighted Whistle Buoy CB	LT EXT	11534	743NC	52/09	
850	Frying Pan Shoals Lighted Buoy 6FP	LT EXT	11536	039NC	03/10	
920	Barnegat Inlet North Jetty Danger Buoy A	OFF STA	12324	476DB	46/09	
<b>960</b>	<b>Barnegat Inlet Lighted Buoy 12</b>	<b>LT EXT</b>	<b>12324</b>	<b>030DB</b>	<b>04/10</b>	
1270	Great Egg Harbor Inlet Lighted Buoy 1	TRLB	12316	529DB	50/09	
<b>1460</b>	<b>Cape May Harbor Range Rear Light</b>	<b>LT EXT</b>	<b>12317</b>	<b>028DB</b>	<b>04/10</b>	
1530	Harbor of Refuge Light	LT IMCH	12216	025DB	03/10	
<b>1555</b>	<b>Brandywine Shoal Light</b>	<b>LT IMCH</b>	<b>12214</b>	<b>028DB</b>	<b>04/10</b>	
2055	Delaware Bay East Icebreaker Light	REDUCED INT	12216	020DB	04/09	
2615	Reedy Island Gap North Light 2	DBN DMGD	12311	388DB	37/09	
2750	Chesapeake And Delaware Canal South Jetty Light 1CD	REDUCED INT	12277	448DB	43/09	
4405	Indian River Inlet Buoy 12	OFF STA	12216	306DB	32/09	
4860	Isle of Wight Bay Light 11	TRLB/LT EXT	12211	589HR	48/09	
<b>5280</b>	<b>Chincoteague Inlet Lighted Buoy 2</b>	<b>OFF STA</b>	<b>12210</b>	<b>032HR</b>	<b>04/10</b>	
<b>5610</b>	<b>Virginia Inside Passage Light 7</b>	<b>OFF STA</b>	<b>12210</b>	<b>031HR</b>	<b>04/10</b>	
<b>5610</b>	<b>Virginia Inside Passage Light 7</b>	<b>OFF STA/TRLB</b>	<b>12210</b>	<b>031HR</b>	<b>04/10</b>	
6348	Virginia Inside Passage Daybeacon 213	TRUB	12224	076ES	31/06	
6560	Virginia Inside Passage Daybeacon 261	DBN DMGD	12224	565HR	47/09	
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07	
6845	Great Machipongo Inlet Light 11	MISSING	12210	553HR	46/09	
6870	Great Machipongo Inlet Light 17	LT EXT	12210	636HR	51/09	

6985	Sand Shoal Inlet Lighted Buoy 6	MISSING	12210	548HR	38/08
7360	Chesapeake Channel Lighted Gong Buoy 49	SS INOP	12225	NONED5	20/09
7425	Chesapeake Channel Lighted Bell Buoy 60	SS INOP	12226	074HR	05/09
<b>8000</b>	<b>Craighill Channel Entrance Range Rear Light</b>	<b>LT EXT</b>	<b>12278</b>	<b>069BA</b>	<b>04/10</b>
8050	Craighill Channel Range Rear Light	REDUCED INT	12278	462BA	38/09
<b>8150</b>	<b>Brewerton Channel Range Front Light</b>	<b>LT EXT</b>	<b>12281</b>	<b>070BA</b>	<b>04/10</b>
<b>8155</b>	<b>Brewerton Channel Range Rear Light</b>	<b>LT EXT</b>	<b>12281</b>	<b>070BA</b>	<b>04/10</b>
<b>8260</b>	<b>Fort McHenry Channel Lighted Buoy 8</b>	<b>LT EXT</b>	<b>12281</b>	<b>075BA</b>	<b>04/10</b>
9100	Elk River Channel Lighted Buoy 24	OFF STA	12277	031BA	03/10
9155	Elk River Channel Lighted Buoy 25	MISSING	12277	036BA	03/10
9160	Elk River Lighted Buoy 26	OFF STA	12277	035BA	03/10
9315	Thimble Shoal Channel Lighted Bell Buoy 21	REDUCED INT	12245	628HR	50/09
10655	Naval Boat Channel Light 10	LT EXT	12245	461HR	39/09
12835	Horseshoe West Channel Light 3	DBN DMGD/STRUCT DMGD	12222	528HR	46/09
12840	Horseshoe West Channel Buoy 4	ADRIFT	12222	005HR	02/10
13360	Goodwin Thorofare Channel Daybeacon 15	MISSING/TRLB	12241	555HR	46/09
13955	Upper York River Channel Daybeacon 21	MISSING/TRLB	12243	442HR	37/09
14340	Ware River Light 9	DBN DMGD	12238	015HR	02/10
14725	Jackson Creek Channel Daybeacon 7	TRLB/DBN DEST	12235	411HR	34/09
15665	Rappahannock River Daybeacon 44	STRUCT MISSING	12237	018HR	03/10
16620	Coan River Daybeacon 18	TRLB/STRUCT DMGD	12233	052BA	03/10
17025	Nomini Creek Channel Light 5	TRLB	12286	290BA	03/10
18005	Aquia Creek Light 10	TRLB/STRUCT DEST	12288	372BA	30/09
<b>18125</b>	<b>Mattawoman Creek Daybeacon 1</b>	<b>DBN DMGD</b>	<b>12288</b>	<b>059BA</b>	<b>04/10</b>
<b>18245</b>	<b>Cornwallis Neck Warning Buoy B</b>	<b>OFF STA</b>	<b>12289</b>	<b>068BA</b>	<b>04/10</b>
18310	Indian Head Lower Pier Fog Signal	SS INOP	12289	568BA	50/09
<b>18355</b>	<b>Hallowing Point Light</b>	<b>LT EXT/STRUCT DMGD</b>	<b>12289</b>	<b>064BA</b>	<b>04/10</b>
18860	N.A.S. Paxtuxent River Basin Entrance Light 2	LT EXT	12233	439BA	36/09
19295	Chesapeake Beach Range Rear Light	LT EXT	12266	517BA	43/09
<b>21465</b>	<b>Cape Charles City Range B Rear Light</b>	<b>LT EXT</b>	<b>12224</b>	<b>028HR</b>	<b>04/10</b>
21661	Nassawadox Creek Daybeacon 6	MSLD SIG/HAZ NAV	12226	NONED5	28/09
21662	Nassawadox Creek Daybeacon 7	MSLD SIG/HAZ NAV/DBN DMGD	12226	NONED5	28/09
21664	Nassawadox Creek Daybeacon 12	STRUCT DEST/HAZ NAV	12226	NONED5	28/09
21750	Occohannock Creek Daybeacon 16	TRUB/STRUCT MISSING	12226	027HR	03/10
22325	Young Creek Daybeacon 2	TRLB/HAZ NAV/DBN DEST	12228	450BA	37/09
23160	Tyler Creek Channel Daybeacon 13	TRLB/DBN DEST	12231	066BA	03/10
23180	Sheep Pen Gut Warning Daybeacon B	DBN DMGD	12228	276BA	23/09
23185	Sheep Pen Gut Warning Buoy C	MISSING	12228	275BA	23/09
24390	Tedious Creek North Basin Daybeacon 2	TRLB/DBN DEST	12261	474BA	12/09
24395	Tedious Creek South Basin Daybeacon 3	TRLB/STRUCT DEST	12261	516BA	43/09
<b>27045</b>	<b>Back River Buoy 2</b>	<b>MISSING</b>	<b>12278</b>	<b>074BA</b>	<b>04/10</b>
<b>27175</b>	<b>Gunpowder River Lighted Buoy 2G</b>	<b>MISSING</b>	<b>12278</b>	<b>058BA</b>	<b>04/10</b>
27565	Aberdeen Proving Ground Channel Buoy 7	MISSING	12274	032BA	03/10
27630	Fishing Battery Light	LT EXT	12274	108BA	09/09
27985	Oregon Inlet Buoy 3	MISSING	12204	656NC	47/09
<b>28141</b>	<b>Oregon Inlet Channel Light 41</b>	<b>STRUCT MISSING</b>	<b>12204</b>	<b>056NC</b>	<b>04/10</b>
<b>28145</b>	<b>Oregon Inlet Channel Buoy 42</b>	<b>MISSING</b>	<b>12204</b>	<b>059NC</b>	<b>04/10</b>

28315	Walter Slough Daybeacon 4	TRUB/STRUCT MISSING	12204	017NC	01/10
28335	Walter Slough Daybeacon 8	MISSING/TRUB	12204	323NC	27/08
28340	Walter Slough Light 9	TRLB/DBN DEST	12204	273NC	20/09
28345	Walter Slough Daybeacon 10	TRUB/DBN DEST	12204	565NC	40/09
29070.3	Big Foot Slough Channel Daybeacon 11	DBN DMGD	11550	651NC	47/09
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547	050NC	03/10
29609	Swansboro Coast Guard Channel Lighted Buoy 4	MISSING	11541	732NC	51/09
29660	New River Inlet Buoy 2	MISSING	11541	214NC	44/09
29745	New River Channel Daybeacon 15	MISSING/TRUB	11541	672NC	48/09
29760	New River Channel Light 17	TRUB/STRUCT DEST	11541	677NC	47/09
29975	New Topsail Inlet Buoy 1	OFF STA	11541	707NC	50/09
29985	New Topsail Inlet Buoy 2	MISSING	11541	750NC	52/09
29995	New Topsail Inlet Buoy 3	MISSING	11541	318NC	24/09
30017	New Topsail Inlet Buoy 6A	MISSING	11541	449NC	32/09
30025	New Topsail Inlet Buoy 8	MISSING	11541	450NC	32/09
30250	Wrightsville Channel Daybeacon 24	DBN DEST	11541	378NC	26/09
30260	Carolina Beach Inlet Entrance Lighted Whistle Buoy CB	LT EXT	11534	743NC	52/09
<b>30530</b>	<b>Cape Fear River Channel Lighted Buoy 25</b>	<b>LT EXT</b>	<b>11534</b>	<b>058NC</b>	<b>04/10</b>
30805	Big Island Upper South Range Rear Light	LT IMCH	11537	029NC	02/10
31390	Pasquotank River Entrance Light PR	REDUCED INT	11553	541NC	39/09
32105	Far Creek Channel Light 1FC	LT EXT/DBN DMGD	11548	026NC	02/10
32540	Brant Island Warning Daybeacon I	TRUB/STRUCT DEST	11548	484NC	34/09
32840	Oyster Creek Light 10	MISSING/TRLB	11545	301NC	22/09
<b>33640</b>	<b>Turnagain Bay Light 4</b>	<b>DBN DMGD</b>	<b>11548</b>	<b>054NC</b>	<b>04/10</b>
34570	Fulchers Creek Light 1	MISSING/TRLB	11545	547NC	42/08
34932	Manasquan Inlet Light 3	SS INOP	12324	459DB	45/09
37045	Pasquotank River Entrance Light PR	REDUCED INT	11553	541NC	39/09
37795	Great Bridge to Albemarle Sound Daybeacon 166	TRLB	12206	051NC	03/10
<b>37895</b>	<b>Alligator River Light 26</b>	<b>STRUCT DEST</b>	<b>11553</b>	<b>052NC</b>	<b>04/10</b>
38655	Money Island Channel Daybeacon 2A	MISSING/TRUB/DBN DEST	11547	625NC	44/09
<b>39223</b>	<b>Bogue Sound - New River Buoy 61A</b>	<b>MISSING</b>	<b>11541</b>	<b>053NC</b>	<b>04/10</b>
39250	Mile Hammock Bay Channel Daybeacon 1	TRUB/STRUCT MISSING	11541	731NC	50/09
39290	Bogue Sound - New River Daybeacon 70	TRUB/STRUCT DEST	11541	604NC	43/09
39425	New River - Cape Fear River Light 49	TRLB/DBN DEST	11541	635NC	45/09
39440	New River - Cape Fear River Daybeacon 57	DBN DMGD	11541	006NC	01/10
39495	New River - Cape Fear River Light 83	TRLB/STRUCT DEST	11541	728NC	50/09
<b>39595</b>	<b>New River - Cape Fear River Daybeacon 120</b>	<b>DBN DEST</b>	<b>11541</b>	<b>057NC</b>	<b>04/10</b>
39705	New River - Cape Fear River Daybeacon 150	TRUB/STRUCT MISSING	11534	021NC	02/10
39815	Wilmington Shortcut Light 10	MISSING/TRLB	11534	721NC	50/09
39865	New River - Cape Fear River Daybeacon 172	MISSING/TRUB	11534	668NC	47/09
<b>39965</b>	<b>Cape Fear River Channel Lighted Buoy 25</b>	<b>LT EXT</b>	<b>11534</b>	<b>058NC</b>	<b>04/10</b>
40055	Cape Fear River - Little River Daybeacon 5	MISSING/TRUB	11534	747NC	52/09
40445	Cape Fear River - Little River Daybeacon 115	DBN DMGD	11534	014NC	02/10

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
40	Brigantine Inlet Lighted Wreck Buoy WR2	RESET ON STATION	12318	498DB	47/09	04/10

85	Avalon Shoal Lighted Bell Buoy 2	RESET ON STATION	12318	457D5	46/09	04/10
100	Five Fathom Bank Northeast Lighted Bell Buoy 2FB	RESET ON STATION	12214	497DB	47/09	04/10
135	Cape May Inlet Lighted Bell Buoy 2CM	WATCHING PROPERLY	12317	548DB	52/09	04/10
160	McCrie Shoal Lighted Gong Buoy 2MS	RELIGHTED	12214	016DB	03/10	04/10
1435	Cape May Inlet Lighted Bell Buoy 2CM	WATCHING PROPERLY	12317	548DB	52/09	04/10
1605	Delaware Bay Main Channel Lighted Buoy 29	WATCHING PROPERLY	12304	451DB	44/09	04/10
1955	Fortescue Entrance Lighted Buoy 2F	RESET ON STATION	12304	545DB	52/09	04/10
4100	Florence Upper Range Front Light	RELIGHTED	12314	027DB	04/10	04/10
4110	Kinkora Lower Range Front Light	RELIGHTED	12314	027DB	04/10	04/10
4110	Kinkora Lower Range Front Light	WATCHING PROPERLY	12314	022DB	04/10	04/10
4115	Kinkora Lower Range Rear Light	RELIGHTED	12314	027DB	04/10	04/10
4160	Upper Delaware River Channel Lighted Buoy 72	WATCHING PROPERLY	12314	017DB	03/10	04/10
4160	Upper Delaware River Channel Lighted Buoy 72	WATCHING PROPERLY	12314	021DB	04/10	04/10
8090	Craighill Channel Upper Range Front Light	RELIGHTED	12281	NONEBA	04/10	04/10
8345	Upper Chesapeake Channel Lighted Buoy 3	RESET ON STATION	12272	NONEBA	04/10	04/10
8470	Upper Chesapeake Channel Lighted Buoy 16	RELIGHTED	12272	NONEBA	04/10	04/10
8535	Upper Chesapeake Channel Lighted Buoy 23	RELIGHTED	12272	NONEBA	04/10	04/10
8540	Upper Chesapeake Channel Lighted Buoy 24	RELIGHTED	12272	NONEBA	04/10	04/10
8590	Upper Chesapeake Channel Lighted Buoy 30	RELIGHTED	12278	NONEBA	04/10	04/10
8870	Upper Chesapeake Channel Lighted Buoy 45	RESET ON STATION	12274	049BA	03/10	04/10
8875	Upper Chesapeake Channel Lighted Buoy 46	WATCHING PROPERLY	12274	050BA	03/10	04/10
9530	Elizabeth River Channel Lighted Buoy 12	RELIGHTED	12245	NONEHR	04/10	04/10
9605	Elizabeth River Channel Lighted Buoy 19	RELIGHTED	12245	NONEHR	04/10	04/10
12200	James River Channel Lighted Buoy 57	RELIGHTED	12251	NONEHR	04/10	04/10
12230	James River Channel Lighted Buoy 64	RELIGHTED	12251	NONEHR	04/10	04/10
12620	James River Channel Lighted Buoy 126	WATCHING PROPERLY	12252	650HR	51/09	04/10
18675.1	Four Mile Run Wreck Buoy WR6A	RESET ON STATION	12289	060BA	04/10	04/10
20960	Marley Creek Daybeacon 3	WATCHING PROPERLY	12281	NONEBA	04/10	04/10
21233	Locust Point East Channel Buoy 4	RESET ON STATION	12281	062BA	04/10	04/10
22540	Pocomoke River Channel Buoy 9	RESET ON STATION	12228	NONEBA	04/10	04/10
22545	Pocomoke River Channel Buoy 10	RESET ON STATION	12228	NONEBA	04/10	04/10
22550	Pocomoke River Channel Buoy 11	RESET ON STATION	12228	NONEBA	04/10	04/10
22555	Pocomoke River Channel Buoy 12	RESET ON STATION	12228	NONEBA	02/10	04/10
22560	Pocomoke River Channel Buoy 13	RESET ON STATION	12228	NONEBA	04/10	04/10
22565	Pocomoke River Channel Buoy 14	RESET ON STATION	12228	NONEBA	04/10	04/10
22575	Pocomoke River Channel Buoy 17	RESET ON STATION	12228	NONEBA	04/10	04/10
22580	Pocomoke River Channel Buoy 18	RESET ON STATION	12228	NONEBA	04/10	04/10
22585	Pocomoke River Channel Buoy 19	RESET ON STATION	12228	NONEBA	04/10	04/10
23150	Tyler Creek Channel Light 11	RELIGHTED	12231	055BA	04/10	04/10
23673	Clay Island Shoal Lighted Wreck Buoy WR1	RESET ON STATION	12231	054BA	04/10	04/10
29515	Bogue Inlet Lighted Buoy 5	WATCHING PROPERLY	11541	734NC	51/09	04/10
30175	Masonboro Inlet Light Buoy 6	DISCONTINUED	11541	748NC	52/09	04/10
34802	Taylor Creek Junction Daybeacon TC	REBUILT/REMAINS	11547	045NC	03/10	04/10
35295	New Jersey Intracoastal Waterway Daybeacon 76	REBUILT/REMAINS	12324	551DB	46/09	04/10
38175	Goose Creek Daybeacon 8	REBUILT/REMAINS	11543	040NC	03/10	04/10
38320	Adams Creek Daybeacon 4A	REBUILT/RECOVERED	11541	720NC	49/09	04/10

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
803	UNCW/CORMP Lighted Data Buoy A	MISSING	11539	713NC	50/09	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.01	Herring Creek Daybeacon 1	DBN DMGD	12216	258DB	27/09	
2119.06	Herring Creek Daybeacon 6	DBN DMGD	12216	259DB	27/09	
11350	Leeward Marina Channel Daybeacon 1	DBN DMGD	12248	388HR	35/08	
11355	Leeward Marina Channel Daybeacon 2	DBN DMGD	12248	390HR	35/08	
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	118HR	11/09	
14940	Windmill Point Marina Light 3	HAZ NAV/LT EXT	12235	194HR	19/08	
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	258BA	22/09	
18110	Cockpit Point Barge Dock Mooring Light A	BUOY DMGD/LT EXT	12288	417BA	46/08	
18535	Piscataway Creek Daybeacon 8	DBN DMGD	12289	517BA	41/07	
18601.06	National Harbor Channel Light 8	DBN DMGD	12289	129BA	11/09	
18900	Solomons Island Wharf Light	LT IMCH/REDUCED INT	12284	260BA	29/08	
18975	Mill Creek Daybeacon 9	DBN DMGD	12284	363BA	38/08	
18985	Mill Creek Daybeacon 12	TRUB/DBN DEST	12284	433BA	47/08	
18995	St. John Creek Daybeacon 2	DBN DMGD	12284	209BA	17/09	
18995	St. John Creek Daybeacon 2	DBN DMGD	12284	466BA	38/09	
19062	Solomons Island Fishing Pier Light	LT EXT/DBN DMGD	12284	261BA	29/08	
19125	Helen Creek Buoy 1A	OFF STA	12264	282BA	30/08	
19152	Academy Of Natural Science Intake Light B	LT EXT/DBN DMGD	12264	262BA	29/08	
19215	Cape St. Marys Marina Breakwater Light	LT EXT	12264	0180BA	08/05	
20092	Little Magothy River Buoy 1LM	OFF STA	12282	105BA	09/09	
20140	Grays Creek Daybeacon 1	DBN DEST	12282	389BA	31/09	
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06	
20435	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07	
20600	Sparrows Point Bulkhead Light A	LT EXT	12281	365BA	25/09	
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07	
22095	Onanock Creek -South Branch Buoy 1	OFF STA	12228	292BA	30/08	
22985	Ward Creek Warning Daybeacon A	MISSING	12231	0503BA	31/05	
23315	Jones Creek Daybeacon 4	DBN DEST	12231	402BA	44/08	
23715	Dames Quarter Creek Channel Daybeacon 4	DBD DEST	12261	337BA	24/07	
25020	Cambridge Channel Range Front Light	LT EXT	12268	420BA	46/08	
25025	Cambridge Channel Range Rear Light	LT EXT/DBN DMGD	12268	418BA	46/08	
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05	
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05	
25760	Upper Edge Creek Daybeacon 5	DBN DMGD	12266	575BA	51/09	
26125	Wye River Daybeacon 1	MISSING	12270	226BA	20/09	
26220	Oak Creek Buoy 6	MISSING	12270	445BA	36/09	
26990	Shallow Creek Daybeacon 9	DBN DMGD	12278	366BA	29/09	
27230	Upper Gunpowder River Buoy 2	MISSING	12274	234BA	20/09	
27235	Upper Gunpowder River Daybeacon 3	DBN DEST	12274	235BA	20/09	
27240	Upper Gunpowder River Buoy 4	MISSING	12274	236BA	20/09	
27245	Upper Gunpowder River Daybeacon 5	DBN DEST	12274	356BA	28/09	
27250	Upper Gunpowder River Buoy 6	MISSING	12274	237BA	20/09	
27255	Upper Gunpowder River Buoy 7	MISSING	12274	238NC	20/09	
27265	Upper Gunpowder River Buoy 9	MISSING	12274	239BA	20/09	
27270	Upper Gunpowder River Buoy 10	MISSING	12274	240BA	20/09	
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04	

27410	Fairlee Creek Buoy 7	MISSING	12278	198BA	17/09	
27415	Fairlee Creek Buoy 8	MISSING	12278	196BA	17/09	
27420	Fairlee Creek Buoy 9	MISSING	12278	199BA	17/09	
27425	Fairlee Creek Buoy 10	OFF STA	12278	197BA	17/09	
27635	Fishing Battery Buoy 1	OFF STA	12274	482BA	40/09	
28552	Shallowbag Bay Warning Light A	LT EXT	12205	011NC	01/10	
28553	Shallow Bag Warning Light D	LT EXT	12205	010NC	01/10	
31055	Shallotte Inlet Buoy 1	OFF STA	11534	491NC	35/09	
31270	Southern Shores Daybeacon 1	DBN DMGD	12204	586NC	45/08	04/10
31275	Southern Shores Daybeacon 2	DBN DMGD	12204	587NC	45/08	04/10
31416	Whitehall Shores Channel Light 1	LT IMCH	12206	585NC	42/09	
31946.2	Spencer Creek Daybeacon 3	DBN IMCH	12205	542NC	39/09	
31946.3	Spencer Creek Daybeacon 4	DBN IMCH	12205	543NC	39/09	
31946.4	Spencer Creek Daybeacon 5	DBN IMCH	12205	NONENC	39/09	
31946.6	Spencer Creek Daybeacon 7	DBN IMCH	12205	544NC	39/09	
33493	NC-EONS Environmental Data Light A	TRLB/DBN DEST	11550	522NC	41/08	
34605	Salters Creek Entrance Daybeacon 3	MISSING	11545	482NC	34/09	
39621.3	Bradley Creek Daybeacon 3	MISSING	11541	729NC	50/09	
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06	
	Cherrystone Artifical Reef Buoys	MISSING	12221	NONED5	24/05	
	East Cod Creek Daybeacon 2	DBN DMGD	12233	317BA	26/09	
	East Cod Creek Daybeacon 6	DBN DMGD	12285	318BA	26/09	
	East Cod Creek Entrance Light 1	LT EXT	12233	316BA	26/09	
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06	
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06	
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06	
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06	
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05	
	Maryland Dnr Back Creek Buoy 8	ADRIFT	12282	NONEBA	19/09	
	Nc Fishing Reef Buoy Ar 372	MISSING	11539	448D5	50/09	
	Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05	
	Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05	
	Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05	
	Parramore Artifical Reef Buoy	MISSING	12210	0071ES	21/05	
	South Creek Buoy 2	OFF STA	12270	245BA	27/08	
	South Creek Buoy 4	OFF STA	12270	245BA	27/08	
	Wachapreague Artifical Reef Buoys	MISSING	12210	0072ES	21/05	

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
803.1	UNCW/CORMP Lighted Data Buoy B	RELIGHTED	11539	410D5	45/09	04/10
958	Barnegat Light	RELIGHTED	12324	264DB	28/09	04/10
7672	Flag Harbor Entrance Light 2	RELIGHTED	12264	210BA	24/08	04/10
19260	Chalk Point Cable Crossing Tower Light 27	WATCHING PROPERLY	12264	283BA	30/08	04/10
19265	Chalk Point Cable Crossing Tower Light 28	WATCHING PROPERLY	12264	284BA	30/08	04/10
19275	Chalk Point Cable Crossing Tower Light B	WATCHING PROPERLY	12264	287BA	30/08	04/10
19277	Chalk Point Cable Crossing Tower Light 29	RELIGHTED	12264	285BA	30/08	04/10
19278	Chalk Point Power Light 30	WATCHING PROPERLY	12264	286BA	30/08	04/10
19279	Chalk Point Tower Light C	WATCHING PROPERLY	12264	288BA	30/08	04/10
19280	Chalk Point Tower Light D	WATCHING PROPERLY	12264	289BA	30/08	04/10

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5610	Virginia Inside Passage Light 7	TRLB	12210	190D5	22/09	
6450	Virginia Inside Passage Daybeacon 233	DISCONTINUED	12224	NONED5	48/09	
6520	Virginia Inside Passage Light 249	TRDBN	12224	NONED5	20/09	
6915	Great Machipongo Channel Light 6	TRLB	12210	193D5	22/09	
9707	Lambert Bend Turning Basin Daybeacon A	TRUB	12254	NONED5	25/08	
28007	Oregon Inlet Buoy 8	DISCONTINUED FOR DREDGING	12204	367D5	42/09	
28030	Oregon Inlet Buoy 14	DISCONTINUED FOR DREDGING	12204	343D5	39/09	
28145	Oregon Inlet Channel Buoy 42	RELOCATED FOR DREDGING	12204	012D5	02/10	
29385	Beaufort Inlet Channel Lighted Buoy 16	TRLB	11547		51/08	
30175	Masonboro Inlet Light Buoy 6	DISCONTINUED	11541	NONED5	04/10	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9520	Elizabeth River Channel Lighted Bell Buoy 10	Returned to Assigned Position	12245	020D5	35/09	04/10
9525	Elizabeth River Channel Lighted Buoy 11	Returned to Assigned Position	12245	020D5	35/09	04/10
9530	Elizabeth River Channel Lighted Buoy 12	Returned to Assigned Position	12245	020D5	35/09	04/10
9540	Elizabeth River Channel Lighted Buoy 14	Returned to Assigned Position	12245	020D5	35/09	04/10
9545	Elizabeth River Channel Lighted Buoy 15	Returned to Assigned Position	12245	020D5	35/09	04/10
28025	Oregon Inlet Lighted Buoy 12	Reestablished	12204	014D5	37/09	04/10
28027	Oregon Inlet Buoy 13	Reestablished	12204	014D5	37/09	04/10
28193	Oregon Inlet Channel Light 54	Reestablished	12204	015D5	43/09	04/10

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

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## SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

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<b>11541</b>	<b>38th Ed.</b>	<b>01-NOV-08</b>	<b>Last LNM: 51/09</b>	<b>NAD 83</b>	<b>04/10</b>
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Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound

### CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

RELOCATE	Bogue Inlet Buoy 2	CGD05 from 34-38-01.720N to 34-37-59.495N	077-06-28.375W 077-06-34.402W
RELOCATE	Bogue Inlet Buoy 4	CGD05 from 34-38-11.897N to 34-38-13.938N	077-06-28.278W 077-06-30.070W
RELOCATE	Bogue Inlet Lighted Buoy 5	CGD05 from 34-38-31.113N to 34-38-31.898N	077-06-28.013W 077-06-25.789W
RELOCATE	Bogue Inlet Lighted Buoy 6	CGD05 from 34-38-42.759N to 34-38-42.858N	077-06-23.939W 077-06-22.355W

### Main Panel 501 NEUSE RIVER, MAW PT SHOAL TO BACK CR. Page/Side: A

RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396B	CGD05 from 35-01-41.220N to 35-01-47.160N	076-39-19.380W 076-39-24.060W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396C	CGD05 from 35-01-27.000N to 35-01-25.260N	076-39-45.900W 076-39-51.300W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396D	CGD05 from 35-01-37.980N to 35-01-36.000N	076-39-54.540W 076-39-58.140W

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<b>11543</b>	<b>23rd Ed.</b>	<b>01-JUN-05</b>	<b>Last LNM: 51/09</b>	<b>NAD 83</b>	<b>04/10</b>
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Chart Title: Cape Lookout to New River

### Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: N/A

RELOCATE	Bogue Inlet Buoy 2	CGD05 from 34-38-01.720N to 34-37-59.495N	077-06-28.375W 077-06-34.402W
RELOCATE	Bogue Inlet Lighted Buoy 5	CGD05 from 34-38-31.113N to 34-38-31.898N	077-06-28.013W 077-06-25.789W

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<b>11544</b>	<b>39th Ed.</b>	<b>01-JUL-05</b>	<b>Last LNM: 51/09</b>	<b>NAD 83</b>	<b>04/10</b>
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Chart Title: Portsmouth Island to Beaufort, Including Cape Lookout Shoals

### Main Panel 508 NC- PORTSMOUTH ISLAND TO BEAUFORT: INCLUDING CAPE LOOKOUT SHOAL. Page/Side: N/A

RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396B	CGD05 from 35-01-41.220N to 35-01-47.160N	076-39-19.380W 076-39-24.060W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396C	CGD05 from 35-01-27.000N to 35-01-25.260N	076-39-45.900W 076-39-51.300W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396D	CGD05 from 35-01-37.980N to 35-01-36.000N	076-39-54.540W 076-39-58.140W

<b>11548</b>	<b>40th Ed.</b>	<b>01-DEC-05</b>	<b>Last LNM: 45/09</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Pamlico Sound Western Part</i>					
<b>CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A</b>					
RELOCATE	Ocracoke Inlet Lighted Buoy 8			CGD05 from 35-03-46.925N to 35-03-44.623N	076-00-19.111W 076-00-18.009W
<b>Main Panel 512 PAMLICO SOUND WESTERN PART . Page/Side: N/A</b>					
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396B			CGD05 from 35-01-41.220N to 35-01-47.160N	076-39-19.380W 076-39-24.060W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396C			CGD05 from 35-01-27.000N to 35-01-25.260N	076-39-45.900W 076-39-51.300W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396D			CGD05 from 35-01-37.980N to 35-01-36.000N	076-39-54.540W 076-39-58.140W
<b>11550</b>	<b>29th Ed.</b>	<b>01-MAY-04</b>	<b>Last LNM: 45/09</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Ocracoke Inlet and Part of Core Sound</i>					
<b>Main Panel 514 OCRACOCKE INLET &amp; PART OF CORE SOUND. Page/Side: N/A</b>					
RELOCATE	Ocracoke Inlet Lighted Buoy 8			CGD05 from 35-03-46.925N to 35-03-44.623N	076-00-19.111W 076-00-18.009W
<b>11552</b>	<b>20th Ed.</b>	<b>01-MAR-07</b>	<b>Last LNM: 24/09</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Neuse River and Upper Part of Bay River</i>					
<b>Main Panel 515 NEUSE RIVER AND UPPER PART OF BAY RIVER. Page/Side: N/A</b>					
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396B			CGD05 from 35-01-41.220N to 35-01-47.160N	076-39-19.380W 076-39-24.060W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396C			CGD05 from 35-01-27.000N to 35-01-25.260N	076-39-45.900W 076-39-51.300W
RELOCATE	Whitehurst Point Artificial Fishing Reef Buoy AR-396D			CGD05 from 35-01-37.980N to 35-01-36.000N	076-39-54.540W 076-39-58.140W
<b>11555</b>	<b>40th Ed.</b>	<b>01-APR-06</b>	<b>Last LNM: 03/10</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Cape Hatteras-Wimble Shoals to Ocracoke Inlet</i>					
<b>Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOCKE INLET. Page/Side: N/A</b>					
RELOCATE	Frisco Approach Light 4			CGD05 from 35-15-33.443N to 35-15-33.909N	075-39-11.077W 075-39-10.824W
RELOCATE	Long Shoal Lighted Wreck Buoy WR2			CGD05 from 35-28-58.008N to 35-28-57.463N	075-45-10.991W 075-45-11.598W
RELOCATE	Ocracoke Inlet Lighted Buoy 8			CGD05 from 35-03-46.925N to 35-03-44.623N	076-00-19.111W 076-00-18.009W
<b>12204</b>	<b>37th Ed.</b>	<b>01-SEP-07</b>	<b>Last LNM: 03/10</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Currituck Beach Light to Wimble Shoals</i>					
<b>Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS. Page/Side: N/A</b>					
RELOCATE	Oregon Inlet Channel Light 54			CGD05 from 35-47-20.778N to 35-47-20.850N	075-34-16.904W 075-34-17.632W
<b>12205</b>	<b>32nd Ed.</b>	<b>01-DEC-09</b>	<b>Last LNM: 03/10</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights</i>					
<b>CHART VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND). Page/Side: N/A</b>					
RELOCATE	Oregon Inlet Channel Light 54			CGD05 from 35-47-20.778N to 35-47-20.850N	075-34-16.904W 075-34-17.632W
<b>12222</b>	<b>52nd Ed.</b>	<b>01-SEP-09</b>	<b>Last LNM: 47/09</b>	<b>NAD 83</b>	<b>04/10</b>

## Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR. Page/Side: N/A

RELOCATE	Elizabeth River Channel Lighted Buoy 12 (Supercedes LNM 37/09)		CGD05 from 36-55-47.652N to 36-55-47.531N	076-20-29.348W 076-20-26.995W
RELOCATE	Elizabeth River Channel Lighted Buoy 11 (Supercedes LNM 37/09)		CGD05 from 36-55-51.716N to 36-55-51.573N	076-20-08.288W 076-20-11.249W
RELOCATE	Elizabeth River Channel Lighted Buoy 14 (Supercedes LNM 37/09)		CGD05 from 36-55-05.685N to 36-55-05.731N	076-20-33.007W 076-20-30.495W
RELOCATE	Elizabeth River Channel Lighted Buoy 15 (Supercedes LNM 37/09)		CGD05 from 36-54-44.263N to 36-54-44.131N	076-20-13.663W 076-20-16.794W
ADD	Obstruction L PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-51.500N	076-05-12.400W
ADD	Obstruction L PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-48.000N	076-05-07.900W
ADD	Obstruction L PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-44.900N	076-05-08.800W
ADD	Obstruction L PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-46.000N	076-05-09.100W
ADD	Obstruction M PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-42.600N	076-05-08.400W
ADD	Obstruction M PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-42.800N	076-05-06.900W
ADD	Obstruction M PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-39.500N	076-05-06.700W
ADD	Obstruction M PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-40.300N	076-05-07.800W
ADD	Obstruction N PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-32.600N	076-04-59.900W
ADD	Obstruction N PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-33.100N	076-04-59.200W
ADD	Obstruction N PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-32.000N	076-04-57.100W
ADD	Obstruction N PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-31.100N	076-04-58.100W
ADD	Obstruction O PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-30.300N	076-04-56.700W
ADD	Obstruction O PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-31.100N	076-04-55.500W
ADD	Obstruction O PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-29.900N	076-04-52.400W
ADD	Obstruction O PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-28.600N	076-04-54.300W
ADD	Obstruction P PT 1 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-11.000N	076-02-55.100W
ADD	Obstruction P PT 2 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-10.800N	076-02-46.400W
ADD	Obstruction P PT 3 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-10.400N	076-02-44.800W
ADD	Obstruction P PT 4 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-06.800N	076-02-44.600W
ADD	Obstruction P PT 5 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-06.800N	076-02-46.100W
ADD	Obstruction P PT 6 OF 6; Oyster Reef (3 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-54-07.000N	076-02-54.600W
ADD	Obstruction Q PT 1 OF 5; Oyster Reef (NOS NW-18391)	Chart No. 1: K40 (NOS NW-18391)	NOS 36-54-18.800N	076-02-42.600W
ADD	Obstruction Q PT 2 OF 5; Oyster Reef (NOS NW-18391)	Chart No. 1: K40 (NOS NW-18391)	NOS 36-54-18.500N	076-02-25.100W
ADD	Obstruction Q PT 3 OF 5; Oyster Reef (NOS NW-18391)	Chart No. 1: K40 (NOS NW-18391)	NOS 36-54-16.600N	076-02-24.900W

ADD	Obstruction Q PT 4 OF 5; Oyster Reef 18391)	Chart No. 1: K40 (NOS NW-	NOS 36-54-14.800N	076-02-31.200W
ADD	Obstruction Q PT 5 OF 5; Oyster Reef 18391)	Chart No. 1: K40 (NOS NW-	NOS 36-54-14.200N	076-02-41.500W
ADD	Obstruction R PT 1 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-48.200N	076-00-48.800W
ADD	Obstruction R PT 2 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-54.200N	076-00-49.900W
ADD	Obstruction R PT 3 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-54.000N	076-00-52.000W
ADD	Obstruction R PT 4 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-57.200N	076-00-54.800W
ADD	Obstruction R PT 5 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-58.500N	076-00-44.000W
ADD	Obstruction R PT 6 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-49.100N	076-00-42.200W
ADD	Obstruction S PT 1 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-19.900N	076-00-33.800W
ADD	Obstruction S PT 2 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-27.100N	076-00-33.400W
ADD	Obstruction S PT 3 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-27.500N	076-00-28.800W
ADD	Obstruction S PT 4 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-26.800N	076-00-28.700W
ADD	Obstruction S PT 5 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-23.200N	076-00-31.300W
ADD	Obstruction S PT 6 OF 6; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-20.600N	076-00-32.000W
ADD	Obstruction T PT 1 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-14.900N	076-00-30.900W
ADD	Obstruction T PT 2 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-15.200N	076-00-31.300W
ADD	Obstruction T PT 3 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-16.300N	076-00-29.500W
ADD	Obstruction T PT 4 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-18.100N	076-00-28.800W
ADD	Obstruction T PT 5 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-18.500N	076-00-29.100W
ADD	Obstruction T PT 6 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-20.800N	076-00-27.500W
ADD	Obstruction T PT 7 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-20.600N	076-00-26.900W
ADD	Obstruction T PT 8 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-16.000N	076-00-27.700W
ADD	Obstruction U PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-51-24.400N	076-00-26.400W
ADD	Obstruction U PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-51-28.200N	076-00-26.300W
ADD	Obstruction U PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-51-28.200N	076-00-23.800W
ADD	Obstruction U PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-51-24.400N	076-00-23.900W
ADD	Obstruction V PT 1 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-10.900N	076-00-59.500W
ADD	Obstruction V PT 2 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-13.000N	076-00-59.700W
ADD	Obstruction V PT 3 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-13.300N	076-00-58.800W
ADD	Obstruction V PT 4 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-12.400N	076-00-56.100W
ADD	Obstruction V PT 5 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-12.600N	076-00-55.500W
ADD	Obstruction V PT 6 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-14.000N	076-00-55.900W
ADD	Obstruction V PT 7 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-14.200N	076-00-54.600W
ADD	Obstruction V PT 8 OF 8; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-11.700N	076-00-53.400W
ADD	Obstruction W PT 1 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-15.600N	076-00-51.600W
ADD	Obstruction W PT 2 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-16.400N	076-00-52.400W

ADD	Obstruction W PT 3 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-16.800N	076-00-49.200W	
ADD	Obstruction W PT 4 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-18.700N	076-00-46.400W	
ADD	Obstruction W PT 5 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-18.700N	076-00-45.800W	
ADD	Obstruction W PT 6 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-17.400N	076-00-46.800W	
ADD	Obstruction W PT 7 OF 7; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-52-15.700N	076-00-50.000W	
12225	59th Ed.	01-DEC-09	Last LNM: 03/10	NAD 83	04/10
ChartTitle: Chesapeake Bay Wolf Trap to Smith Point					
Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: N/A					
ADD	Obstruction in Feet; 19 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-44-38.200N	075-57-56.700W	
ADD	Obstruction in Feet; 29 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-44-27.900N	075-55-43.200W	
ADD	Obstruction in Feet; 31 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-40-58.600N	076-00-43.200W	
ADD	Obstruction in Feet; 43 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-43-58.500N	075-55-35.800W	
12226	18th Ed.	01-JUL-09	Last LNM: 03/10	NAD 83	04/10
ChartTitle: Chesapeake Bay Wolf Trap to Pungoteague Creek					
Main Panel 564 CHESAPEAKE BAY WOLF TRAP TO PUNGOTEAGUE CREEK. Page/Side: N/A					
ADD	Obstruction in Feet; 31 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-40-58.600N	076-00-43.200W	
ADD	Obstruction in Feet; 43 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-43-58.500N	075-55-35.800W	
12228	32nd Ed.	01-MAR-08	Last LNM: 03/10	NAD 83	04/10
ChartTitle: Chesapeake Bay Pocomoke and Tangier Sounds					
Main Panel 566 CHESAPEAKE BAY POCOMOKE AND TANGIER SOUNDS. Page/Side: N/A					
ADD	Obstruction in Feet; 19 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-44-38.200N	075-57-56.700W	
ADD	Obstruction in Feet; 29 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-44-27.900N	075-55-43.200W	
ADD	Obstruction in Feet; 43 Obstn	Chart No. 1: K41 (NOS NW-18638)	NOS 37-43-58.500N	075-55-35.800W	
12230	64th Ed.	01-MAR-09	Last LNM: 01/10	NAD 83	04/10
ChartTitle: Chesapeake Bay Smith Point to Cove Point					
Main Panel 567 CHESAPEAKE BAY SMITH POINT TO COVE POINT. Page/Side: N/A					
ADD	Wreck in Feet; 17 Wk PA (Rep 2009) 18382)	Chart No. 1: K26 (NOS NW-18382)	NOS 38-05-20.220N	076-26-48.720W	
12233	37th Ed.	01-JAN-07	Last LNM: 51/09	NAD 83	04/10
ChartTitle: Potomac River Chesapeake Bay to Piney Point					
Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT. Page/Side: N/A					
ADD	Wreck in Feet; 17 Wk PA (Rep 2009) 18382)	Chart No. 1: K26 (NOS NW-18382)	NOS 38-05-20.220N	076-26-48.720W	
12245	67th Ed.	01-AUG-08	Last LNM: 47/09	NAD 83	04/10
ChartTitle: Hampton Roads					
Main Panel 584 HAMPTON ROADS . Page/Side: N/A					
RELOCATE	Elizabeth River Channel Lighted Bell Buoy 10 (Supercedes LNM 37/09)		CGD05 from 36-56-31.367N to 36-56-35.931N	076-20-23.913W 076-20-22.996W	
RELOCATE	Elizabeth River Channel Lighted Buoy 12 (Supercedes LNM 37/09)		CGD05 from 36-55-47.652N to 36-55-47.531N	076-20-29.348W 076-20-26.995W	
RELOCATE	Elizabeth River Channel Lighted Buoy 11		CGD05 from 36-55-51.716N	076-20-08.288W	

12248	42nd Ed.	01-JAN-08	Last LNM: 49/09	NAD 83	04/10
ChartTitle: James River Newport News to Jamestown Island; Back River and College Creek					
CHART VA- JAMES RIVER: NEWPORT NEWS TO JAMESTOWN ISLAND (BACK RV /COLLEGE CK). Page/Side: N/A					
RELOCATE	Pagan River Channel Light 16			CGD05 from 36-59-54.534N to 36-59-52.824N	076-36-16.835W 076-36-18.925W

<b>12253</b>	<b>46th Ed.</b>	<b>01-AUG-08</b>	<b>Last LNM: 42/09</b>	<b>NAD 83</b>	<b>04/10</b>
<i>ChartTitle: Norfolk Harbor and Elizabeth River</i>					
<b>Main Panel 593 NORFOLK HARBOR AND ELIZABETH RIVER. Page/Side: N/A</b>					
RELOCATE	Elizabeth River Channel Lighted Buoy 14 (Supersedes LNM 37/09)			CGD05 from 36-55-05.685N to 36-55-05.731N	076-20-33.007W 076-20-30.495W

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Coast Guard District 5

LNM: 04/10  
26 January 2010

ADD	Obstruction DD PT 2 OF 6; Oyster Reef (4 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-52-54.200N	076-00-49.900W
ADD	Obstruction DD PT 3 OF 6; Oyster Reef (4 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-52-54.000N	076-00-52.000W
ADD	Obstruction DD PT 4 OF 6; Oyster Reef (4 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-52-57.200N	076-00-54.800W
ADD	Obstruction DD PT 5 OF 6; Oyster Reef (4 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-52-58.500N	076-00-44.000W
ADD	Obstruction DD PT 6 OF 6; Oyster Reef (4 ft rep) (NOS NW-18391)	Chart No. 1: K40	NOS 36-52-49.800N	076-00-42.400W
ADD	Obstruction X PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-51.500N	076-05-12.400W
ADD	Obstruction X PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-48.000N	076-05-07.900W
ADD	Obstruction X PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-44.900N	076-05-08.800W
ADD	Obstruction X PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-46.000N	076-05-09.100W
ADD	Obstruction Y PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-42.600N	076-05-08.400W
ADD	Obstruction Y PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-42.800N	076-05-06.900W
ADD	Obstruction Y PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-39.500N	076-05-06.700W
ADD	Obstruction Y PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-40.300N	076-05-07.800W
ADD	Obstruction Z PT 1 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-32.600N	076-04-59.900W
ADD	Obstruction Z PT 2 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-33.100N	076-04-59.200W
ADD	Obstruction Z PT 3 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-32.000N	076-04-57.100W
ADD	Obstruction Z PT 4 OF 4; Oys	Chart No. 1: K40 (NOS NW-18391)	NOS 36-53-31.100N	076-04-58.100W

**12273**      **57th Ed.**      **01-JAN-08**      **Last LNM: 45/09**      **NAD 83**      **04/10**

*ChartTitle: Chesapeake Bay Sandy Point to Susquehanna River*

**Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER. Page/Side: N/A**

DELETE	Sounding in Feet; 10 (NOS NW-18279)	NOS 39-32-08.200N	075-58-46.500W
DELETE	Sounding in Feet; 10 (NOS NW-18279)	NOS 39-32-24.700N	075-58-32.500W
DELETE	Sounding in Feet; 9 (NOS NW-18279)	NOS 39-32-33.900N	075-58-25.300W
DELETE	Sounding in Feet; 9 (NOS NW-18279)	NOS 39-32-47.500N	075-58-24.500W
DELETE	Sounding in Feet; 9 (NOS NW-18279)	NOS 39-33-00.300N	075-58-27.000W
DELETE	Sounding in Feet; 9 (NOS NW-18279)	NOS 39-33-14.900N	075-58-27.600W
CHANGE	Depth Legend - Northeast River to:; 2 FT (NOS NW-18279)	NOS 39-35-30.000N	075-57-00.000W
ADD	Sounding in Feet; 5 (NOS NW-18279)	NOS 39-32-18.000N	075-58-38.100W
ADD	Sounding in Feet; 5 (NOS NW-18279)	NOS 39-35-23.600N	075-57-00.400W
ADD	Sounding in Feet; 6 (NOS NW-18279)	NOS 39-32-28.000N	075-58-29.500W
ADD	Sounding in Feet; 6 (NOS NW-18279)	NOS 39-32-50.100N	075-58-25.200W
ADD	Sounding in Feet; 6 (NOS NW-18279)	NOS 39-33-17.400N	075-58-27.100W

**12274**      **35th Ed.**      **01-DEC-07**      **Last LNM: 40/09**      **NAD 83**      **04/10**

*ChartTitle: Head of Chesapeake Bay*

**Main Panel 626 HEAD OF CHESAPEAKE BAY. Page/Side: N/A**



ADD	Dolphin; Chart No. 1: F20 (NOS NW-18529)	NOS 40-07-44.300N	074-49-15.400W
ADD	Dolphin; Dols PA Chart No. 1: F20 (NOS NW-18529)	NOS 40-07-41.400N	074-49-22.400W

**12316                      34th Ed.                      01-JUN-08                      Last LNM: 51/09                      NAD 83                      04/10**

*ChartTitle: Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City*

**Main Panel 677 OCEAN CITY TO CAPE MAY. Page/Side: B**

CHANGE	Tabulation - CAPE MAY CANAL <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186508">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186508</a> ; Tabulation - CAPE MAY CANAL (NOS NW-18487)	NOS 38-59-17.000N	074-54-02.000W
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**12317                      32nd Ed.                      01-MAY-04                      Last LNM: 19/09                      NAD 83                      04/10**

*ChartTitle: Cape May Harbor*

**Main Panel 679 CAPE MAY HARBOR. Page/Side: N/A**

CHANGE	Tabulation - CAPE MAY CANAL <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186509">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=186509</a> ; Tabulation - CAPE MAY CANAL (NOS NW-18487)	NOS 38-56-33.000N	074-53-47.000W
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## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

### SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

### Advance Notice(s)

#### **NJ - GREAT EGG HARBOR INLET - GREAT EGG HARBOR BAY - NEW BRIDGE REGULATIONS**

Effective February 24, 2010, the Coast Guard is changing the regulations that govern the operation of the US Route 9/Beesleys Point Bridge over Great Egg Harbor Bay, at mile 3.5, between Beesleys Point and Somers Point, NJ. This final rule will allow the drawbridge to operate on an advance notice basis during specific dates and times of the year. The final rule change will result in more efficient use of the bridge during dates and times of infrequent transit.

A copy of Public Notice 5-1167, which describes the changes in detail, can be obtained by writing to the address above or by calling (757) 398-6557. Chart: 12318.

LNM: 04/10

#### **MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – AIDS TO NAVIGATION CHANGE**

The Coast Guard has completed its consultation of Section 106 of the National Historic Preservation Act (NHPA) and will discontinue Fishing Battery Light (LLNR 27630) on or about February 18, 2010.

Send comments to:

Commander (dpw)  
Fifth Coast Guard District  
431 Crawford Street, Rm. 100  
Portsmouth, VA. 23704  
Attn.: Albert Grimes Or email to: [Albert.L.Grimes@uscg.mil](mailto:Albert.L.Grimes@uscg.mil)

Charts: 12273, 12274

LNM: 04/10

## SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

## **PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

None

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### **SECTION VII - GENERAL**

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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#### **VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS**

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered. Charts: 12200, 12205, 12221, 12222 & 12254.

#### **VA - YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE**

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

#### **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

## **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

### **VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE**

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 070 degrees true and 150 degrees true, respectively, from a point on shore at 36- 48- 58.3N, 075- 57- 59.0W. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (37th) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

The Camp Pendleton Live Fire Range will be active during the following periods:

DATE	UNIT	AMMO	HOURS
29 JAN 10	329th RSG	9MM	0800-1500(L)

Charts: 12203, 12205.12207 & 12221.

LNM: 02/10

### **NC - NEW RIVER - FIRING EXERCISES**

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

### **MD - CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR - BALTIMORE HARBOR**

Marine construction operations will be conducted at the Seagirt Marine Terminal berth 4 from 12 January, 2010 until February 2012. Work will include bottom boring, mechanical dredging, demolition and pile driving. Crane and deck barges will be moored in the construction site and will be lighted according with the Rules of the Road. Mariners are requested to transit the site with caution and if necessary contact the assisting vessels SWEET PEA, WB 29 or JOSEPHINE on VHF-FM 13. Chart: 12281.

LNM: 02/10

### **MD - CHESAPEAKE BAY - CURTIS (CREEK) BAY - BRIDGE CLOSURE**

Mariners are advised that the Interstate 695 Lift Bridge, at mile 1.0, across Curtis (Creek) Bay in Baltimore, MD will be closed to vessels requiring an opening until further notice due to emergency mechanical repairs. The available vertical clearance in closed position to vessels is approximately 56 feet above mean high water. Mariners able to pass under the closed span should use extreme caution when transiting the area. Chart: 12278.

LNM: 33/09

### **MD - CHESAPEAKE BAY - PATUXENT RIVER - BRIDGE CLEANING AND PAINTING**

Mariners are advised that work is in progress for cleaning and painting operations at the S231 Bridge, at mile 18.4 in Benedict, MD. The first phase of the operation includes the installation of a containment platform system on the approach spans of the bridge, reducing the vertical clearance by approximately four feet. Flashing red lights are placed under platform system to alert boaters that the clearance of the bridge has been reduced. The entire project should be completed by January 2011. During this phase, obstruction of the navigational channel will be avoided. Mariners are advised to exercise caution when transiting the area. Chart: 12264.

LNM: 02/10

### **MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - EASTERN BAY - POPLAR ISLAND NARROWS - HAZARD TO NAVIGATION**

The U.S. Army Corps of Engineers has confirmed a report of several submerged rock piles emplaced to create two fish habitat reef lines in the Chesapeake Bay, approximately 100 feet north and northeast of the Poplar Island Habitat Restoration Perimeter Dike. A reef line is located between approximate positions 38-46-57N, 076-22-35W and 38-46-56N, 076-22-24W. And a reef line located between 38-46-44N, 076-22-10W and 38-46-35N, 076-22-10W. The rock piles are reported to be awash at MLLW. Mariners are urged to use caution when transiting the area. Chart: 12263.

**MD – CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – POPLAR ISLAND NARROWS – HAZARD TO NAVIGATION**

LNM: 43/08

**MD – UPPER POTOMAC RIVER – NANJEYMOY CREEK– DREDGING**

Lake Services, Inc. will be conducting mechanical dredging operations in Nanjemoy Creek from 23 January until 25 February, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12288.

LNM: 03/10

**MD –CHESAPEAKE BAY – SMITH ISLAND– DREDGING**

The dredge RICHMOND will be conducting dredging operations on Smith Island in the West Entrance Channel between the jetties and continuing to Levering Creek, Rhodes Point to Tylerton, Tyler Ditch, Big Thorofare and Twitch East Entrance Channel from 23 January until 25 April, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12231.

LNM: 04/10

**MD –HONGA/NANTICOKE/WICOMICO RIVERS/FISHING BAY – WEBSTER COVE– DREDGING**

The dredge ELICOTT 370 will be conducting mechanical dredging operations in the Webster Cove Harbor Marina from 01 February until 14 February, 2010. A cranebarge, pusher boats and assisting vessels will be onscene. A pipeline will extend toward the mouth of the Wicomico River approximately 1.6 miles to the disposal area. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12261.

LNM: 04/10

**VA –RAPPAHANNOCK RIVER ENTRANCE – BROAD CREEK– DREDGING**

The dredge JENNI LEA will be conducting dredging operations in Broad Creek from 11 January until 15 February, 2010. The dredge will be assisted by the vessels MISS LEANNE and DANNY JOE. A submerged and lighted floating pipeline will carry the dredge material to the beach area. The dredge and tugs will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12235.

LNM: 02/10

**VA – COASTAL – RUDEE INLET - SHOALING**

The City of Virginia Beach survey of Rudee Inlet dated 02 October, 2009, indicates shoaling to a depth of 8.0 feet MLLW in the inbound channel

#### **VA – COASTAL – RUDEE INLET - SHOALING**

starting at the east end of the north jetty and continuing eastward approximately 300 feet. Shoaling to a depth of 8.6 feet MLIW exists in the outbound channel extending 200 feet east and west of the east end of the south jetty. Mariners are encouraged to exercise extreme caution when transiting this area. The ACOE dredge CURRITUCK will begin 24 hour dredging operations at Rudee Inlet, Va from 02 - 08 December and will limit access to the inlets entrance channel. The CURRITUCK stands bridge watch on VHF 13 / 16 for any concerned traffic. Charts: 12205, 12207, 12208 and 12221.

LNM: 41/09

#### **VA – ELIZABETH RIVER – LAMBERTS BEND – U.S. NAVY DEGAUSSING RANGE – SUBMARINE CABLE INSTALLATION**

Crofton Diving will be conducting Sabmarine Cable installation work on the Elizabeth River in the vicinity of the U.S. Navy Degaussing Range at position 36-51-45.74N, 076-19-50.9W. Work will commence on 05 January, 2010 and be completed in 30 days. A spud barge will be on scene to provide a platform for diving operations and appropriate dayshapes will be displayed when operations are underway. The barge will not obstruct the channel. All vessels are requested to transit at a NO WAKE speed. Chart 12245.

LNM: 02/10

#### **VA –JAMES RIVER –NEWPORT NEWS TO JAMESTOWN – DREDGING**

The dredge LEXINGTON will be conducting dredging operations in the James River between James River Channel Lighted Buoy 27 (LLNR 11895) and James River Channel Lighted Buoy 32 (LLNR 11915) from 29 January until 15 March, 2010. The dredge will monitor VHF-FM channels 13 and 16. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 12248.

LNM: 04/10

#### **VA – LYNNHAVEN RIVER – CRAB CREEK - SHOALING**

The Coast Guard has received a report of shoaling in Crab Creek, both side of the channel from Crab Creek Entrance Buoy 3CC (LLNR 10157.01) through Crab Creek Buoy 13 (LLNR 10157.13), least depth 4.0 ft MLLW to 0.6 ft. MLLW. Chart: 12254.

LNM: 36/09

#### **NC – NEUSE RIVER – TRENT RIVER – BRIDGE CONSTRUCTION**

Construction on the Alfred A. Cunningham/U.S. Route 70 Drawbridge at Newbern, NC is nearing completion. The main channel is partially obstructed with a cap pile. Vessel traffic will have approximately 40 feet of available horizontal clearance on both sides of the pile obstruction. The cap pile will be lighted in accordance with Coast Guard regulations. Mariners are advised that vessel traffic may be delayed while construction equipment remove the pile. Mariners are urged to use caution and NO WAKE when transiting the area. Chart: 11552.

LNM: 03/10

#### **NC –AIWW – CAPE FEAR RIVER TO LITTLE RIVER – SUNSET BEACH BRIDGE INFORMATION**

Mariners are advised to TAKE CAUTION and PROCEED SLOWLY when approaching the construction site of a new highway bridge to Sunset Beach (SR-1172), over the Atlantic Intracoastal Waterway, Mile 337.9, in Brunswick County, NC. The bridge girder installation is schedule to take place between 6:00 a.m. December 1, 2009 through 6:00 P.M. January 31, 2010. The contractor will be utilizing a deck barge with a 50' beam, a ringer crane on a stationary barge with an 85' beam, and tugs/pushers to conduct the bridge girder installation. To provide for the safety of the public, the Coast Guard will temporarily restrict access to this section of the Atlantic Intracoastal Waterway during center girder installation, scheduled daily from 6:00 a.m. until 6:00 p.m. We advise mariners to check the schedule to avoid waterway delays by calling the bridge site (910-579-3538) a day or two prior to your arrival. Chart: 11534.

LNM: 46/09

#### **NC – NEUSE RIVER – SMITHS CREEK - ORIENTAL – JETTY CONSTRUCTION**

Paul Howard Construction will be conducting stone jetty rebuild/replacement at the entrance to Smiths Creek, Oriental, NC from 01 February until 15 March, 2010. A barge with excavator, a rock storage barge and assisting tug and tender boat will be onscene. The tug will monitor VHF-FM 16. The barges may extend into the channel during daylight work hours but will be positioned behind the jetty at night or when not in service. Chart: 11541.

LNM: 04/10

#### **NC –CAPE FEAR RIVER TO LITTLE RIVER –AIWW - SOUTHPORT– DREDGING**

The dredge KRISTI JOE will be conducting dredging operations in Southport Boat Basin adjacent to the AIWW from 20 January until 20 February, 2010. A lighted floating and submerged pipeline will traverse south/southeasterly from the boat basin to the USACE Upland Disposal Site. The dredge and assisting vessel BETTY LOU will monitor VHF-FM channels 13, 16 and 79. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations.

**NC –CAPE FEAR RIVER TO LITTLE RIVER –AIWW - SOUTHPORT– DREDGING**

Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 11534.

LNM: 03/10

**NC –NEUSE RIVER TO MYRTLE GROVE SOUND –AIWW –BEAR/BROWN INLETS– DREDGING**

The dredge WILCO will be conducting dredging operations in AIWW between Bear and Brown Inlets from 22 January until 19 February, 2010. A lighted floating and submerged pipeline will traverse the south shoreline between the inlets to the Onslow Beach Disposal Area. The dredge and assisting vessels PROUD MARY and ANN KAY will monitor VHF-FM channels 13, 16 and 79. Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be removed from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart: 11541.

LNM: 03/10

**NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING**

Shoaling to a depth of less than 4.0 feet MLW has been reported in the vicinity of Walter Slough Daybeacon 10 (LLNR 28345). Mariners are requested to use caution when transiting this area. Chart: 12205.

LNM: 04/10

**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
40	<i>Brigantine Inlet Lighted Wreck Buoy WR2</i> 100 yards, 090° from wreck.	39-24-48.422N 074-13-46.504W	Q R		5	Red.	04/10
135	<i>Cape May Inlet Lighted Bell Buoy 2CM</i>	38-55-47.005N 074-51-20.509W	FI R 2.5s		5	Red.	04/10
1435					*		
1435	<i>Cape May Inlet Lighted Bell Buoy 2CM</i>	38-55-47.005N 074-51-20.509W	FI R 2.5s		5	Red.	04/10
135					*		
4115	KINKORA LOWER RANGE REAR LIGHT 120 yards, 230.3° from front light.	40-07-05.749N 074-47-10.701W	Oc W 4s	37		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible all around higher intensity 1.5° either side of rangeline.
					*		
4115.1	KINKORA LOWER OBSTRUCTION LIGHT A	40-07-06.525N 074-47-09.661W	FI W 4s	15	4	On skeleton tower on multi-pile structure.	Located on corner of platform.
	*	*				*	

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
11440	PAGAN RIVER CHANNEL LIGHT 16	36-59-52.824N 076-36-18.925W	FI R 6s	15	4	TR on multi-pile structure.	04/10
*							
28193	OREGON INLET CHANNEL LIGHT 54	35-47-20.850N 075-34-17.632W	Q R	15	3	TR on pile.	04/10
*							
28927	<i>Ocracoke Inlet Lighted Buoy 8</i>	35-03-44.623N 076-00-18.009W	FI R 4s		3	Red.	04/10
*							
29500	Bogue Inlet Buoy 2	34-37-59.495N 077-06-34.402W				Red nun.	04/10
*							
29510	Bogue Inlet Buoy 4	34-38-13.938N 077-06-30.070W				Red nun.	04/10
*							
29515	<i>Bogue Inlet Lighted Buoy 5</i>	34-38-31.898N 077-06-25.789W	FI G 4s		3	Green.	04/10
*							
29520	<i>Bogue Inlet Lighted Buoy 6</i>	34-38-42.858N 077-06-22.355W	Q R		3	Red.	04/10
*							
32137	<i>Long Shoal Lighted Wreck Buoy WR2</i>	35-28-57.463N 075-45-11.598W	Q R		3	Red.	04/10
*							
32295	FRISCO APPROACH LIGHT 4	35-15-33.909N 075-39-10.824W	FI R 6s	15	4	TR on pile.	04/10
*							
33713.1	Whitehurst Point Artificial Fishing Reef Buoy AR- 396B	35-01-47.160N 076-39-24.060W				Yellow can worded NORTH CAROLINA DIVISION OF MARINE FISHERIES.	Private aid. 04/10
*							
33713.2	Whitehurst Point Artificial Fishing Reef Buoy AR- 396C	35-01-25.260N 076-39-51.300W				Yellow can worded NORTH CAROLINA DIVISION OF MARINE FISHERIES.	Private aid. 04/10
*							
33713.3	Whitehurst Point Artificial Fishing Reef Buoy AR- 396D	35-01-36.000N 076-39-58.140W				Yellow can worded NORTH CAROLINA DIVISION OF MARINE FISHERIES.	Private aid. 04/10
*							

## PUBLICATION CORRECTIONS

None

## ENCLOSURES

## 6 Enclosures

1. U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2009 (41st) Edition. Change No. 09.
2. Summary of Dredging.

3. Summary of Shoaling.
  4. Summary of Bridge Permits/Regulations/Construction.
  5. Termination of Loran-C Signal News Release.
  6. Replace Your Loran-C System flyer.
-

Publication—National Ocean Service—U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2009 (41<sup>st</sup>) Edition. Change No. 09.

Coast Pilot 4 41<sup>st</sup> Ed 2009

Corrections

Page 254-Paragraph 72, line 8; read:  
highway bridge has a clearance of 77 feet. The bridge  
...  
(49/09 CG5)

Page 255-Paragraph 85, line 4; read:  
October 2009 the controlling depth was 2.4 feet from  
...  
(DD 16355)

Page 266-Paragraph 27, lines 9-12; read:  
the best water, and therefore not charted. In  
November 2009, the controlling depth in the marked  
channel leading northward of the eastern end of  
Waties Island was 3.5 feet from Buoy 10 to the ...  
(CL 1866/09; DD 16601)

Page 399-Paragraph 88, lines 3-4; read:  
marina about 0.6 from the waterway. In September  
2009, the controlling depth was 8 feet in the channel;  
thence 5 ...  
(DD 15719)

Page 403-Paragraph 135, insert after:  
At **Mile 348.3**, a fixed highway bridge with a  
clearance of 65 feet crosses the waterway.  
(CL 1890/09)

## **SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

NJ Long Beach Island/Harvey Cedars Dredging/beach nourishment 17 Oct to 31 May, 2010 DREDGE B.E. LINDHOLM Ref. LNM 41/09.

NJ Ocean City Dredging/beach nourishment 28 Dec to 01 Mar, 2010 DREDGE ALASKA Ref. LNM 49/09.

MD Upper Tangier Sound/Webster Cove Harbor Marina Dredging 01 Feb to 14 Feb, 2010 DREDGE ELICOTT 370 Ref. LNM 04/10.

MD Baltimore Harbor/Seagirt Marine Terminal Construction 12 Jan, 2010 to 2012 McLean Contracting Ref. LNM 02/10.

MD Baltimore Harbor Approach/Northwest Harbor Dredging 19 Nov, 2009 until completion WEEKS 549 Ref LNM 46/09.

MD Isle of White Bay/Assawoman Bay/Route 90 Bridge Fender Repair Until completed Ref. LNM 43/09.

MD Upper Chesapeake Channel/Elk River/Grove Point/Tolchester Beach Dredging 15 Oct to 15 Feb, 2010 WEEKS DREDGE 55 Ref. LNM 42/09.

MD Carrs Creek/Rockhold Creek Dredging 28 Oct to 15 Feb, 2010 Southern Maryland Dredging, Inc. Ref. LNM 43/09.

MD Baltimore Harbor/Shallow Creek Dredging 01 Oct until 31 Jan, 2010 DREDGE DIGGER 1 Ref. LNM 38/09.

VA James River/Tribell Shoal Dredging 29 Jan to 15 Mar, 2010 DREDGE LEXINGTON Ref. LNM 04/10.

VA Rappahannock River Ent/Broad Creek Dredging 11 Jan to 15 Feb, 2010 DREDGE JENNI LEA Ref. LNM 12/10

VA Hampton River/Sunset Creek Dredging 11 Jan to 31 Mar, 2010 DREDGE CHESAPEAKE Ref. LNM 01/10.

VA Lynnhaven Inlet Dredging Until 29 Jan, 2010 (updated completion date) DREDGE RICHMOND Ref. LNM 49/09.

VA Pagan River Dredging 01 Nov to 27 Feb, 2010 DREDGE MAURADER Ref. LNM 44/09.

VA Elizabeth River/Lamberts Bend/U.S. Navy Deperming Facility Dredging, pile driving, construction 14 Sep, 2009 to 30 Apr, 2010 W.F. Magan Co. Ref. LNM 37/09.

VA Thimble Shoal Channel/Chesapeake Bay Bridge Tunnel rock groin replacement until completed SKANSKA INC Ref. LNM 45/08.

VA Rudee Inlet Dredging Dredge RUDEE operates 24/7 weather permitting.

NC Neuse River/Smiths Creek/Oriental Jetty Rehab 01 Feb to 15 Mar, 2010 paul Howard Constr. Co. Ref LNM 04/10.

NC Neuse River to Myrtle Grove Sound/ AIWW/Bear/Brown Inlets Dredging 22 Jan to 19 Feb, 2010 DREDGE WILKO Ref. LNM 03/10.

NC Southport Boat Basin Dredging 20 Jan to 20 Feb, 2010 DREDGE KRISTI JOE Ref. LNM 03/10.

NC AIWW at Bogue Sound – Coast Guard Channel crossing Dredging 11 Dec to 24 Jan, 2010 DREDGE WILKO Ref. LNM 49/09.

NC Cape Fear River/Wilmington Terminal Pier repair Dec 2008 to April, 2010 Ref. LNM 49/08.

NC Cape Fear River Entrance/Baldhead Shoal Dredging 15 Oct to 31 Mar, 2010 DREDGE CHARLESTON Ref. LNM 39/09.

#### **SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING**

##### **DE – DELAWARE BAY (WEST SIDE) – MURDERKILL RIVER – SHOALING**

Shoaling to a depth of 3.0 feet MLW has been reported between Murderkill River Entrance Approach Light 1 (LLNR 2300) and Murderkill River Range Front Light 7 (LLNR 2300). Chart: 12304. Ref. LNM 47/09.

##### **NJ - NJICW – ATLANTIC CITY TO CAPE MAY – CAPE MAY CANAL WEST ENTRANCE – SHOALING**

Shoaling in the Cape May Canal West End across from the Ferry Terminal on the south side of the channel.

Shoaling to a depth of 4.0 feet has been reported extending to mid-channel. Chart: 12316 Ref LNM 44/09.

##### **VA – VIRGINIA INSIDE PASSAGE – SHOALING**

Shoaling to a depth of less than 1.0 foot MLW has been reported between VIRGINIA Inside Passage Light 214 (LLNR 6350) and Virginia Inside Passage Light 226 (LLNR 6420). Chart 12224. Ref. LNM 47/09.

##### **VA – JAMES RIVER – TYLER BEACH – SHOALING/HAZARD TO NAVIGATION**

The Coast Guard has received a report of shoaling to a depth of 2.5 feet MLLW in the vicinity of Tyler Beach Channel Light 7 (LLNR 11720) and an obstruction in approximate position 37-04-55N, 076-39-47W in the vicinity of Tyler Beach Channel Daybeacon 5 (LLNR 11715). Chart: 12248. Ref. LNM 31/09.

##### **VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN RIVER – CRAB CREEK**

Shoaling to a depth of 1.0 feet has been reported between Crab Creek Entrance Buoy 2CC (LLNR 10157) and Crab Creek Entrance Buoy 3CC (LLNR 10157.01). Mariners should use extreme caution when transiting the area.

Chart: 12254. Ref. LNM 31/09 and Whiting Creek Channel Buoy 4 (LLNR 15215). Chart: 12235. Ref. LNM 22/09.

##### **NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH**

Shoaling to a depth of less than 4.0 feet MLW has been reported in the vicinity of

Walter Slough Daybeacon 10 (LLNR 28345). Mariners are requested to use caution when transiting this area.

Chart: 12205. Ref LNM 04/10.

\* Note: Shoaling articles abstracted from the LNM's are run for a period of 6 months only.

# Summary of Bridge Permits/Regulations/Construction

(Yellow indicates new item)

## Permits:

### SECTOR BALTIMORE

- **Maryland, Washington DC & Virginia (Northern)**  
Anacostia River – 11<sup>th</sup> Street (fixed) Bridges - Plans proposes three new bridges and removal of the existing bridges with the exception of the some piers. Contractor will be mobilizing equipment to a location between the existing bridges. Marine construction operations are scheduled to occur until late spring 2010.
- Potomac River - Woodrow Wilson (lift) Bridge – Construction of the new drawbridge completed; awaiting as-built clearance information

### SECTOR DELAWARE BAY

- **Delaware**  
None
- **New Jersey (Central & Southern)**  
Mullica River – Garden State Parkway (fixed) Bridge – Work is in progress until DEC 10 for widening of the northbound lanes; barges placed in the vicinity may pose as an obstruction to navigation through all spans south of the center channel.
- **Pennsylvania**  
Schuylkill River – South Street (fixed) Bridge – Work is in progress until SEP 12 for reconstruction. The project requires scour protection around the foundations of the river piers and underwater concrete repairs to the pier face.

### SECTOR HAMPTON ROADS

- **Maryland**  
Isle of Wight (Sinepuxent) Bay – US 50/Harry W. Kelly Memorial (lift) Bridge Crossing - Study is underway to consider rehabilitation or replacement of existing bridge.
- **Virginia (Southern)**  
Broad and Smith Creeks – Norfolk Light Rail Transit (fixed) Bridge – Hampton Roads Transit began construction for a replacement railroad bridge for light rail transit. Expected completion date is OCT 10.  
Chickahominy River – New Route 5/Judith Stewart Dresser Memorial (fixed) Bridge – Demolition and construction work continues for the new high-level fixed bridge.  
Occoquan River – I-95 (fixed) Bridge – Widening of the northbound and southbound lanes until 1 JUL 10.

### SECTOR NORTH CAROLINA

- **North Carolina**  
AIWW – Sunset Beach/SR-1172 (lift) Bridge – New high-level fixed highway bridge is under construction. The bridge girder installation is scheduled to take place between through 1800 31 JAN 10. To provide for the safety of the public, the CG will temporarily restrict access to this section of the AIWW during center girder installation, scheduled daily from 0600 until 1800.  
AIWW – 2<sup>nd</sup> Oak Island Bridge – New high-level fixed bridge is under construction. The bridge girder installation is scheduled to take place through 30 MAR 10. To provide for the safety of the public, the CG will temporarily restrict access to this section of the AIWW during center girder installation causing delays for four hours from 0730 until 1130.  
Cape Fear River – Wilmington Bypass (fixed) Bridge – Permit application under review; held-up due to Environmental Justice issues.  
Gallants Channel – US 70 (lift) Bridge – Gallants Channel – US 70 (lift) Bridge – NCDOT proposes a plan to replace the existing bridge with 65-foot fixed structure. To date, the USCG has not received a permit application; is currently engaged in the planning phase of the project, which includes determining the required horizontal and vertical clearance for the new bridge, to meet the reasonable needs of navigation.  
Tar River - US 17/Washington Bypass (fixed) Bridge - In-water work activities are in progress for the construction of the new bridge.  
Trent River – US 70 Business/Alfred Cunningham Bridge – The contractor will be conducting work that closes the main navigation channel; an alternate channel has been established and is open to vessel traffic. NCDOT is replacing the existing swing bridge with a new lift span.

## Regulations:

### SECTOR BALTIMORE

- **Maryland**  
Chester River – S213 (lift) Bridge – Final rule sent for signing by the District Commander. NPRM issued in the Federal Register; comment period ended on 9 NOV 09. NPRM proposes to operate on an advance notice year-round. (
- Curtis Creek – I695 (lift) Bridge – Closed to vessels until 2000 on 6 FEB 10; and from 0800 on 1 MAR until 2000 on 28 MAR 10, to facilitate emergency mechanical repairs.
- **Washington DC & Virginia (Northern)** - None

### SECTOR DELAWARE BAY

- **Delaware** - None
- **New Jersey (Central & Southern)**  
Delaware River – Tacony-Palmyra (lift) Bridge – Closed to vessels each day from 2000 to 0500 until 8 MAR 10. However, vessel openings will be provided with at least 4 hours advance notice given to the bridge operator. In addition, there will be a 57-hour closure periods beginning at 2000 on 5 FEB 10 until 0500 on 8 FEB 10; however,

vessel openings will be provided with a least 12 hours advance notice to the bridge operator.  
 Grassy Sound Channel (lift) Bridge – Closed to vessels at 0500 on 1 APR 10 until 1700 on 15 MAY 10 for cleaning and painting.  
 Great Egg Harbor Bay – US Route 9/Beesleys Point (lift) Bridge – Final Rule sent to Federal Register. NPRM proposes to operate on advance notice on specific dates and times.  
 Inside Thorofare (ICW) – Dorset Ave (lift) Bridge - Single-leaf operation until 2300 on 17 APR 10.  
 Mantua Creek – S.R. 44 (vertical-lift) Bridge – Drafting Final rule. NPRM published in the Federal Register; comment period ended 8 JUN 09. NPRM proposes to operate on an advance notice year-round.  
 Mantua Creek – CONRAIL RR (swing) Bridge – Closed to vessels until further notice due to a train derailment and the resulting poor condition of the support pier.

- **Pennsylvania** - None

#### **SECTOR HAMPTON ROADS**

- **Maryland** - None
- **Virginia (Southern)**

Elizabeth River Eastern Branch – Berkley (lift) Bridge – Test deviation and NPRM issued in the Federal Register. Effective through 1430 on 9 MAR 10, the test deviation will allow the draw to open on signal at 0900, 1100, 1300, and 1430, Mon to Fri, except Federal holidays. Concurrently, the NPRM proposes to temporarily change the regulations on the same opening schedule from 9 MAR 10 to 5 OCT 12. Comments period for both notices ended 8 DEC 09.

#### **SECTOR NORTH CAROLINA**

- **North Carolina**

AIWW – Figure Eight Swing Bridge – Drafting Supplemental NPRM. NPRM issued in the Federal Register; comment period ended 6 APR 09. NPRM proposes to change the existing regulations to allow the bridge to open on signal every hour on the half-hour for recreational vessels.  
 Perquimans River – US17 (swing) Bridge – Drafting Public meeting. NPRM issued in the Federal Register; comment period ended on 27 APR 09. NPRM proposes to change the existing regulations to allow the drawbridge to operate on an advance notice basis during specific times of the year.

## **Construction:**

#### **SECTOR BALTIMORE**

- **Maryland**

Various Waterways in Maryland – Fiber optic cables will be installed by aerial attachment to existing bridges crossing over tidal waterways.

##### **Washington DC**

Boundary Channel – George Washington Memorial Parkway /Humpback (fixed) Bridge – Demolition and reconstruction to continue through FEB 10.  
 Potomac River – Theodore Roosevelt (fixed) Bridge - Water quality monitoring will be operating indefinitely.  
 Potomac River – 14<sup>th</sup> Street (fixed) Bridges – Rehabilitation work on the northbound and southbound bridge piers until JUL 10. To allow the painting project, barges will be tied to the piers and partially obstructing the channel.

#### **SECTOR DELAWARE BAY**

- **Delaware** - None
- **New Jersey (Central & Southern)**

Barnegat Bay (ICW) – Route 37 & Mantoloking (lift) Bridges – Water quality observations are in progress through 2010.  
 Bass River – Garden State Parkway (fixed) Bridge – Substructure repairs scheduled through 31 DEC 09.  
 Delaware River – Commodore Barry (fixed) Bridge – construction of a vessel collision protection system is in progress through NOV 10.  
 Drag Channel – Garden State Parkway (fixed) Bridge - Substructure repairs scheduled from 29 MAR 10 to 31 APR 10.  
 Grassy Sound Channel (lift) Bridge – Fender repairs are underway with barges moored outside of the navigable channel until MAR 10.  
 Great Egg Harbor Bay - Garden State Parkway (fixed) Bridge - Substructure repairs scheduled through 31 MAR 10.  
 Manasquan River (ICW) – Route 35 (lift) Bridge - Water quality observations are in progress through 2010.  
 Shark River – Route 71 (lift) Bridge - Water quality observations are in progress through 2010.

- **Pennsylvania**

Schuylkill River – Girard Street (fixed) Bridge – Inspections are ongoing from 0700 to 1530 MON - SAT until further notice.

#### **SECTOR HAMPTON ROADS**

- **Maryland**

Assawoman Bay – Route 90 (fixed) Bridge – Safety zone issued for emergency repairs that are underway; main channel is blocked with vessel traffic being redirected to an alternate channel through DEC 09.  
 Patuxent River – S231 (lift) Bridge – Cleaning and painting operations are in progress through JAN 2011.

- **Virginia (Southern)**

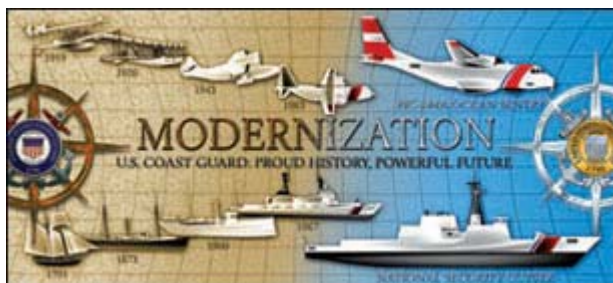
Black Narrows, Chincoteague and Lewis Creek Channels – New (lift) Bridge Construction – Work is in progress to replace the existing bridge. To facilitate the construction of the fender system, the navigation channel will be temporarily blocked by a 50-ft X 100-ft flexi float barge. To allow the crane time to move to an appropriate angle to clear the draw span for vessel passage, American Bridge requests at least a 30-minute advance notice to clear the channel, leaving a minimum horizontal clearance of approximately 30 feet. The entire project is now expected to be completed by SEP 2010.  
 Rappahannock River - Robert Opie Norris (fixed) Bridge – Painting operations and structural steel repairs will be conducted until 31 OCT 2011.

**SECTOR NORTH CAROLINA**

- **North Carolina**

Banks Channel - Br-21 & Br-24 (fixed) Bridges - superstructure and substructure repairs not completed and the contractor has demobilized until after JUL 2010.

*5th District Public Affairs*  
U.S. Coast Guard



**U.S. Department of  
Homeland Security  
United States  
Coast Guard**



# News Release

Date: January 07, 2010  
Contact: [Fifth District Public Affairs](#)  
(757) 398-6272

## **Coast Guard to terminate Loran-C signal**

PORTSMOUTH, Va. - The Coast Guard Long Range Aids to Navigation-C signal station in Carolina Beach, N.C., is scheduled to stop transmitting after Feb. 8.

As a result of technological advancements during the last 20 years and the emergence of the U.S. Global Positioning System, Loran-C is no longer required by the armed forces, the transportation sector or the nation's security interests, and is used by only a small segment of the population.

President Barack Obama's fiscal year 2010 budget supported the termination of outdated systems and specifically cited the terrestrial-based North American Loran-C system as such an example. The president did not seek funding for the Loran-C system in fiscal year 2010. Termination was also supported through the enactment of the 2010 Homeland Security Appropriations Bill.

The decision to terminate transmission of the Loran-C signal reflects the president's pledge to eliminate unnecessary federal programs.

The notice may be viewed online at [www.regulations.gov](http://www.regulations.gov), docket number: USCG-2009-0299. For more information on terminations, reductions and savings contained in the fiscal year 2010 budget, including Loran-C, visit [www.whitehouse.gov/omb/budget/TRS/](http://www.whitehouse.gov/omb/budget/TRS/).

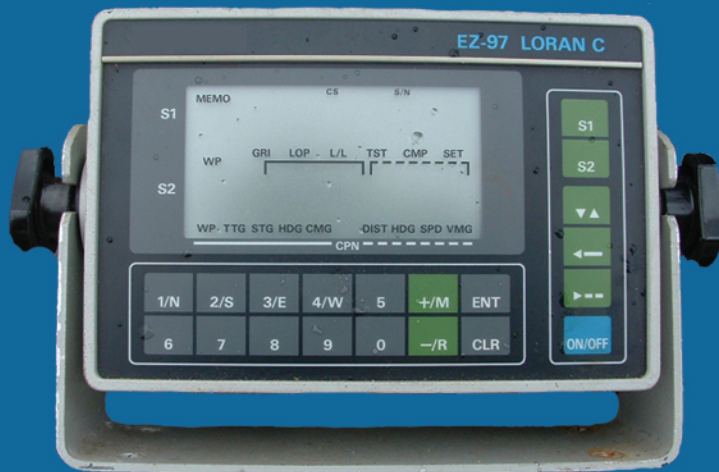
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***Saving Lives and Guarding the Coast Since 1790.  
The United States Coast Guard -- Proud History. Powerful Future.***

U.S. Department of Homeland Security

# Replace Your Loran-C System



The United States  
LORAN-C signal  
will cease  
transmitting on  
Feb. 8, 2010.

Mariners should  
replace their  
LORAN-C receivers  
with a GPS.



*For more information:*

*<http://www.navcen.uscg.gov/loran/default.htm>*

*or call 1-866-944-5748*